

2012 SPRING DEMOLITION DERBY
SATURDAY APRIL 28, 2012
RAVALLI COUNTY FAIRGROUNDS
HAMILTON, MONTANA

ENTRY FEE OF \$50.00 **DUE IN THE FAIRGROUNDS OFFICE BY THURSDAY APRIL 26, 2012

AFTER DEADLINE ENTRY FEE THE DAY OF THE SHOW - \$100.00

PURSE: 1ST – 2,000.00, 2ND – 650.00, 3RD - \$450.00, 4TH - \$200.00

Please Print

Name: _____ Phone: _____
Address: _____ City: _____ State: _____ Zip: _____

Vehicle check-in between 12 noon – 2 PM. This will provide sufficient time to thoroughly inspect each demo derby entry to ensure compliance with the rules.

When checked in you will draw a number; the number you draw is the heat you are assigned to: EXCEPT for Imperials and Imperial sub- framed cars.

NOTE: Only a 15 minute break will be allowed between the final regulation heat and the “hard-luck” heat

Year & Make of car: _____

Sponsors: _____

Please read the following carefully before signing your name. I hereby agree to conform to and comply with the rules governing this contest, and I further agree to Hold Harmless the Ravalli County Fairgrounds, local management and track owners for any loss or injury to myself or property by reason of participation in this contest. I also agree that my car becomes the property of the Ravalli County Fairgrounds twenty four hours after the conclusion of this contest if not removed from the fairgrounds. **A \$100.00 removal fee per car will be paid by all drives who fail to remove their car/cars from the fairgrounds within 24 hours after the conclusion of the derby.**

Signature of Driver: _____

Return this form along with entry fee payment to: Ravalli County Fairgrounds
100 Old Corvallis Road
Hamilton, MT 59840

No later than APRIL 26, 2012

The rules for preparing a car for the demolition derby are attached to this entry form. Please follow the rules. They will be strictly enforced for all entries. If your car fails to pass the entry inspection, you will forfeit your entry fee.

If you have any questions about the rules, please call 406-363-3411.

Any OEM (original equipment manufacturer) frame and body model of passenger car or station wagon. Imperial and Imperial sub frame cars are subject to general rules except the following: There will be only one Imperial and Imperial sub frame car with only two cars transferring to the main with no consolation heat. We reserve the right to re-inspect cars at any time before, during or after the event, even after it has been flagged. You may ask to cut areas of question before, during, and after the derby if needed.

PLEASE TAKE EXTRA CARE IN STRIPPING YOUR CARS OVERALL SAFETY WILL BE DETERMINED BY OFFICIALS AT THE TIME OF INSPECTION PREPARATION.

1. All glass, plastic, and pot metal must be removed/nothing may remain in the bottom of the doors, trunks. All outside hardware must be removed (door handles, mirrors, chrome, molding screws, fiber glass, etc.) inner wagon panels may remain but all rear seats must be removed. **YOUR CAR WILL FAIL INSPECTION IF YOU DO NOT COMPLY WITH THIS RULE.**
2. **NO** added weight to the car except the weld. **NO** packing the frames, trunks, passenger doors, or under floor decking.
3. Front seats must be securely mounted to the floor, and **MUST** have seat belts. All cars must have inner padding for the driver's door.
4. All flammable materials inside the car must be removed except necessary safety padding and seat.
5. **NO** station wagon cut into a sedan is allowed.
6. Your number must be at least 18 inches tall and must be painted on each side of your car.
7. Every car must have a 2 ½ pound dry chemical fire extinguisher securely mounted inside the car within the driver's reach.
8. All drivers must wear a long sleeve shirt and long pants, full face helmets eye protection, leather gloves, and neck braces are recommended.

ALL CARS MUST BE COMPLETED BEFORE BEING INSPECTED, ONCE INSPECTED; YOU ARE NOT ALLOWED TO TAKE YOUR CAR BACK TO THE PITS TO WORK ON THEM. CAR INSPECTOR DECISIONS ARE FINAL.

FUELS PUMPS

Externally **mounted** electric fuel pumps are allowed. ON/OFF switch must be located on the dashboard so that they are easily accessible to officials. Switches must be painted in a fluorescent type paint making them stand out from other switches. Safety to be determined by officials.

TIRES

1. Any DOT tire allowed. 8ply max. **NO** vulcanizing, **NO** double side walls, **NO** implement or military tires allowed. **NO** studded tires allowed. **NO** alterations to the wheels are allowed.
2. You may weld valve stem protectors.
3. Tubes may be used in tires.

BRAKES

All cars must exhibit the ability to stop before entering the arena. If a car loses its braking ability it will be subject to disqualification. All four brakes must work.

ENGINE & EAR ENDS

1. All engine and transmission combination may be used in any car, but must be mounted within 4 inches of the original motor. Must be mounted securely. You may cut a hole in the fire wall to accommodate the engine within reason. However, it must be covered to prevent a fire hazard.
2. You may cut a hole to accommodate the distributor. However, it must be covered to prevent a fire hazard if opening is larger than 8"x 8". Distributor protectors are **NOT allowed**.
3. Holes left in the firewall more than 8"x8" from removing the dash and heater must be covered to prevent fire hazard.
4. **NO** holes will be allowed in the floor of the car except to accommodate the transmission shifter, fuel and transmission lines and wiring. Shifters may be tack welded or bolted. Patching holes is for safety not reinforcement, if patching rust holes you may use sheet metal only not to exceed 2 inches past rusted area. One (1) relief cut may be used, length ways over transmission but must be covered.
5. Motor mounts may be welded; when making motor mounts to raise shift or use different motors in different cars, mounts cannot exceed original footprint of motor mount. Transmission and motors may be strapped or chained with **NO** reinforcing of the engine frame cradle **NO** more than **ONE** fastener on each side of the motor to be used. If straps are used they may only be welded, within reason, to 3 inches per side of the frame. That section that is welded to the frame may not be any thicker than ¼" inch thick and 2" wide, and **MAY NOT** extend in front of the water pump or behind the engine block no more than 4" inches.
6. **NO** aftermarket derby accessories, except shifters and headers and steering shafts.
7. Any factory 5 lug rear end is allowed except floaters and dana 70's
8. Posi units, spools, welding of gears are allowed.
9. **NO** aftermarket axles or slider drive shafts.
10. may use 2 chains to chain rear humps 3/8" chain max.

FOR USE BELOW

NOTE: Due to the price of metal we will use a "WITHIN REASON" clause; however if you push it, we will make you cut it.

1. Only 3/8" round hot, , cold or rebar, or 1"x3/16" flat strap may be used for seam welding.
- 2.Chain must be no longer than 3/8" when chaining.
- 3.#9 wires may be used in place of chain only and only 4 strands may be twisted together.

SECURING

1. Only bolts no bigger than 3/8"x2" may be used around the hood cut out openings. Must be spaced 12" apart and no more than 2" from the cut out opening. **NO** zip screws can be used anymore.
2. The tailgate of a station wagon will be treated as a trunk. #9 wire may only be used in place of chain were chaining is allowed.
3. Engine hood may be chained, bolted, or welded, 6-1" or smaller bolts or 6-3/8" chains, welds are 4" inch apart, wires must be 4" inches apart. Hood must have a minimum of 30"x30" opening around air cleaner in case of fire.
4. Trunk may be secured with welds, or chains or wired, if welded; welds may be 4" inches in length, spaced 4" inches apart, wires must be 4" inches apart. Chains will be 3/8" max diameter. With no more than 8 chain loops used with none around the frame.

DOORS AND WINDOWS

1. Doors may be stitched welded only 4" welds, 4" inches apart, you may chain with 3/8" inch chain or use #9 wires, at least twice per seam. If chaining none may go through or around the frame.
2. A protective bar must be placed inside or outside on the driver's and passenger's front door. It can not extend more than 6" inches past the driver's door seam on either side. If inside it must be securely bolted or welded, if outside it must have minimum of 3-1" inch or larger bolts with minimum 4" inch backing plates and securely welded on each end. **DRIVER'S DOORS MUST BE PAINTED WHITE.**
3. NO window openings may be snaked through quarter panels to the roof with chain, cable or wire.
4. One or two bars running from the roof down to the cowl or front dashboard bar is **MANDATORY. NO** more than two bars may be used and bars cannot exceed 2" inches in diameter and be welded more than 3" inches onto the sheet of metal.
5. On four door cars without posts you may add a chain or a bar from the top center of the doors to the roof.
6. you must have a screen over driver's side front window. Screen must be expanded metal with 1/2" inch square max. and must be attached to driver's side windshield post and windshield bar.
7. outside door bars must be channel type material 6" inch min. width, 10" inch max. **NO grader blades or guard rail type material.** All bars inside and out must have all sharp edges ground **OFF.** This is a safety issue.

INTERIOR BARS

1. All interior bars must be a minimum of 2" outside diameter maximum 4" inch outside diameter. End plates are **MANDATORY** on all bars and must be welded in place NO bolting allowed.
2. Pipes cannot be fence, galvanized, exhaust style of pipe/tubing.
3. A bar behind the seat is **MANDATORY.** It must be located no more than 6" inches from final resting position of your seat and must have 6"x 6"x1/4" inch end plates.
4. A minimum of one upright post or roll loop, or halo must be used. It must be attached to the floor, **(NOT FRAME)** roof and seat bar. Located behind the driver's seat. It may be welded or bolted to the floor and roof. This is for safety so please make sure it is welded adequately or bolted.
5. A bar must be put in the front where the dashboard was located, in between the front end of the inside door bars and must hold door bars against door posts.
6. You may weld a connecting bar on the inside of the driver's and passenger door only from front bar to rear bar creating in essence a box.
7. All bars and posts in the proximity of the head must be padded.

WELDING

1. **NO** inner seam welding or alterations to strengthen the frame or uni-body is allowed other than what is specified.
 - a. An exception to the inner rear panels of a wagon. They must be secured by **FOUR** 4" inch welds and a minimum of a 15" inch inspection hole must be made.
 - b. You may weld the floor pan seam under the gas and brake pedal only for safety. **NO** filter may be used.
2. A seam is defined as two original exterior body to body lines on the doors, hood, and trunk. **NO** other seams or created seams may be welded other than in the section titled door and windows, rule #1.
 - a. A seam runs from one corner to another, and is not continuous.
 - b. The tailgate of a station wagon will be treated as a trunk.
3. **NO** painting or undercoating may be used underneath the car. Frames must be clean of dirt.

4. Driver's may use two pieces of 1" inch ready bolt to secure the trunk by placing the ready bolt through the trunk lid and trunk floor, through the frame or uni-body.

BUMPERS

The intention of this rule is to allow you to mount the bumper in such a way that it will not fall off. Upon inspection if it is determined that you have exceeded the intention of the rule you will be disqualified.

1. Stock O.E.M. bumpers of passenger cars must be used.
2. Bumpers may be cut so they do not smash into the tires during the event. Chrome may be welded to the inner bumper box to keep it from separating.
3. Bumpers may be flipped.
4. Bumpers may be welded to the brackets and the brackets to the frames. **NO** welding bumpers to frames.
5. Only one bumper bracket per frame rail may be welded to the frame, and can be welded and/or bolted. **NO** more than 10" inches from the front of the frame. If mounted to excess you may be asked to cut it.
6. If swapping bumpers and brackets:
 - a. You may only use the mounting hardware that was in the car originally or one style of car bracket hardware and a car bumper. All other hardware must be removed. (ex. Chrysler bumper with GM shock brackets on a Ford).
 - b. Shock tube will be considered the bracket if disassembled from the mounting hardware. If this is done than rule #5 applies.
 - c. Mounting brackets may not be attached to the Cordoba type sub or K-frame in any way.
7. Compression bumper shock tubes may be compressed and welded.
8. **NO** material may be added other than the weld.
9. **NO** chrome may be welded to the body on compression bumpers whether it is using the mounting hardware or not. Non-compression bumpers may weld **ORIGINAL** bumpers to the body.
10. **NO** welding of any kind other than what is specified is allowed on the bumper.

FRAME

1. THERE IS **NO WELDING OF OR TO THE FRAME OR UNI-BODY ALLOWED OTHER THAN** what is specified in the bumper section rule#5, radiator section rule #3, engine section rule #5 or the pre-run section.
2. If you cut the frsme for pre-bending purpose, you may not weld the cut back together.
3. All body mounts (rubber biscuit and cone) and "pucks" must be in place. You may not remove bolts and place washers on both sides.
4. You may use 2-3/4" bolts with max. 2" inch diameter washers. 1 bolt per outside frame rail, to attach body to frame.
5. **NO** buffing, grinding or packing of frames. **NO** welding to frame seams or welding metal inside frame or plating of outside of frame, exception is pre-run cars.

RADIATOR AND RADIATOR SUPPORTS

1. Radiators must stay close to stock position in front of the motor. **NO** added water capacity.
2. Engine coolants are **NOT ALLOWED**, water only.
3. **NO** more than 2 bolts may go thru the hood at radiator support. Bolts may go from hood to frame or through frame, located, **NO** more than 1" inch in front or behind core support and no larger than 1" inch diameter washer on hood may not be no larger than 3" inches in diameter and may be welded to the hood.
4. Lower radiator support body mount bushings may be removed and replaced with max. 1" inch diameter bolt and max 4" inches in length.
5. Radiator support may not be welded to the frame, bumper, bumper brackets or anything else.

TRANSMISSION COOLERS

1. TRANSMISSION COOLANTS WILL BE ALLOWED. Must use metal lines inside the car.
2. Proper hydraulic; metal or high pressure rubber line may be used.
3. Condenser must be enclosed or covered.

GAS TANKS

1. Original gas tanks must be removed from car.
2. You must have your gas tank securely mounted inside the car with a minimum of two fasteners, behind the driver's seat and covered. Set belt or "pull" type straps, or plumbers tape may **NOT** be used.
3. A maximum size of 6.5 gallons can be used.
4. A marine type tank or fuel cell must be used. **NO** plastic gas cans will be allowed unless they are mounted within a four sided metal tank protector (call for clarification)
5. Fuel lines inside the car must be metal.

AIR CLEANERS

1. You must have an air cleaner over the carburetor all times during the event.
2. **NO** starting fluid or starting aid will be allowed.
3. There must be a minimum of 30"x30" inch square opening cut around the air cleaner in case of a fire.

CUTOUTS

1. Cutouts over wheel wells are legal.

2. Cutouts may be folded, if cutouts are folded you be asked to cut an inspection hole in them.
3. Only four- 3/8" inch bolts with 1"inch fender washers, directly over the fenders may be used.
4. **NO** welding of the cutouts is allowed.
5. You must have 2 holes cut in the trunk lid for inspection. Minimum of 8"inch in diameter unless tail light holes are big enough.
6. If inspection holes and fire holes are determined to be to small, you will be asked to cut them larger.
7. **NO** folding of front fenders more than 4" inches towards core support.

TRAILER HITCHES

Trailer hitches and frame work, after market or not, must be removed.

SUSPENSION

1. You must have a working suspension (**NO pulling shocks and putting pipes in their place**)
2. **NO** other means other than tires and spring spacers may be used to raise the cars suspension. Cars must have a max ground clearance of 30" inches from the top of the bumper to the ground.
3. **NO** adding reinforcements to the suspension.
4. **NO** putting leaf springs on top of the axle. **No** more than 7 leafs are allowed.
5. You may weld coil springs to the frame and axle so they do not fall out (**NO** filler may be used)
6. You may not clamp the shocks. You may put 3 C-style clamps with a single bolt in each clamp per leaf pack.
7. **Suspension must be stock that came on the car. Except for engine/rear end rule#7.**

RULES FOR PREVIOUSLY RUN CARS

The following rules apply to previously run derby cars only. The intention of these rules is to help you make your pre-run car competitive with fresh run cars. The idea is to repair damaged areas only and return the car to as close to "stock" condition as possible. This is not an opportunity to plate or reinforce your car! If we feel you have pushed the limits of these guidelines, you will not be able to compete! Inspection officials will use discretion and all decisions will be final. Call and ask before you fix something that is not outlined in this section. Absolutely **NO ADDED METAL** other than what is specified below!

GENERAL: You may make any change or modification that complies with the full set of general rules (Add all-thread, strap, and bolts; weld doors, etc... if the car was previously run somewhere that does not allow these things)

There are certain rules and items that are MANDATORY for this show, so make sure you read these rules completely. Call if you have any questions. Keep in mind that you may have to cut welds, bolts and/or make other modifications to be in compliance with the rules.

SAFETY: You may patch any hole in the door or the floor of the car for **SAFETY ONLY**. You must use sheet metal only, and your patch may only be 2" inch larger than the hole you are patching. Safety will be determined by the inspection officials at the time of inspection.

FRAME REPAIRS: Pre-run cars are allowed to repair damaged areas of the frame on the front and rear of the car (4 total repairs on the car max.) You may use one patch 6" X 4" X 1/8" thick max. plate for each repair. The patch may only be placed on the part of the frame that is damaged. There must be a clear sign of damage from a previous derby. (tear, crack or extreme bend). This will be reviewed by the officials at the time of inspection. The patch must be placed **FLAT** on the top, bottom, inside, or outside rail. It **MAY NOT** be welded or folded over from one side to the other. Patch may **NOT** be welded to any other patch or ANY other part of the car. Body, bumper, bumper brackets, core support, inner fender, all thread etc. Patch may be welded only! **NO BOLTS; NO** other frame welding will be allowed! All other repairs made to the frame will be cut or removed.

Exceptions for 80's and newer cars:

1. Frames may be welded from A-Arms forward on seams only no more than 3/8" inch wide or tall.
2. May do coil to leaf spring conversion or may install a hump protector which may be no larger than a 6x8 inch plate no thicker than 1/8" inch thick.

-OVERALL SAFETY WILL BE DETERMINED BY OFFICIALS AT TIME OF INSPECTION. -IF YOU HAVE OTHER PRE-RUN QUESTIONS, CALL FIRST BEFORE YOU FIX IT.

-IF IT IS NOT SPECIFIED IN THE RULES. CALL FIRST BEFORE YOU ATTEMPT IT.

-CALL 406-363-3411.

-DECISIONS BY CAR INSPECTORS ARE FINAL.

-PLEASE DO NOT ARGUE WITH THE CAR INSPECTORS OR ANY OF THE DERBY OFFICIALS.

THANK YOU!